

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain, by adding a new ARTICLE G (COMPLETE STREETS), to Chapter 2 (STREETS AND SIDEWALKS), Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES) of The Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Chapter 2 (STREETS AND SIDEWALKS) of Title 5 (TRANSPORTATION AND ENVIRONMENTAL SERVICES) of the Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained by adding a new Article G (COMPLETE STREETS POLICY) to read as follows:

[The following is all new language.]

Article G – Complete Streets

Section 5-2-170 – Purpose.

The purpose of this article is to enable the streets of the City of Alexandria to provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities.

Section 5-2-171 - Definitions:

The following words and phrases when used in this title shall, for the purpose of this title, have the meanings respectively ascribed to them in this section except in those instances where the context clearly indicates a different meaning:

- (1) *Complete streets infrastructure.* Design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as sidewalks; shared-use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulbouts; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic-calming devices such as roundabouts, traffic humps/cushions, and surface treatments such as paving blocks, textured asphalt,

and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes, and those features identified in the City of Alexandria's Transportation Master Plan and Street Design Manual.

- (2) *Street*. Any public right-of-way including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network.
- (3) *Street project*. The construction, reconstruction, retrofit, maintenance, alteration, or repair of any street, including the planning, design, approval, and implementation processes, except that "street project" does not include minor routine upkeep such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.
- (4) *Users*. Individuals that use streets, including pedestrians, bicyclists, motor-vehicle drivers, public transportation riders and drivers, emergency vehicles, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.
- (5) *Bicycle*. A device propelled solely by human power, upon which a person may ride either on or astride a regular seat attached thereto, having two or more wheels in tandem, including children's bicycles, except a toy vehicle intended for use by young children. For purposes of this article, a bicycle shall be a vehicle while operated on the roadway.
- (6) *Crosswalk*. That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; or any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.
- (7) *Pedestrian*. Any person afoot or in a wheelchair.
- (8) *Roadway*. That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the shoulder. A highway may include two or more roadways if divided by a physical barrier or barriers or an unpaved area.
- (9) *Shared-use path*. A pathway that is physically separated from motorized vehicular traffic by an open space or barrier and is located either within the highway right-of-way or within a separate right-of-way. Shared-use paths may be used by pedestrians, skaters, users of wheel chairs or wheel chair conveyances, joggers, and other non-motorized users.
- (10) *Sidewalk*. The portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

Section 5-2-172. Requirement of infrastructure ensuring safe travel.

- (a) The Department of Transportation and Environmental Services (“T&ES”) shall make complete streets practices a routine part of everyday operations, shall approach every transportation project and program as an opportunity to improve the transportation network for all users and shall work in coordination with other departments, agencies, and jurisdictions to achieve complete streets.
- (b) Every street project shall incorporate complete streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; provided, however, that such infrastructure may be excluded upon written approval by the Director of the Department of Transportation and Environmental Services, where documentation and data indicate that:
 - (1) Use by non-motorized users is prohibited by law;
 - (2) The cost would be excessively disproportionate to the need or probable future use over the long term;
 - (3) There is an absence of current or future need; or
 - (4) Inclusion of such infrastructure would be contrary to public safety or would be unreasonable or inappropriate in light of the scope of the project.
- (c) As feasible, the City of Alexandria shall incorporate sustainable and complete streets infrastructure into existing public streets to improve the safety and convenience of users, construct and enhance the transportation network for each category of users, and create employment.
- (d) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping, or signalization operations, such projects shall implement complete streets infrastructure to increase safety for users.
- (e) As appropriate, the Director of the Department of Transportation and Environmental Services and the Director of the Department of Planning shall include, review, and either revise or develop proposed revisions to all existing and subsequent plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including the Transportation Master Plan, to integrate, accommodate, and balance the needs of all users in all street projects.
- (f) The Director of Transportation and Environmental Services and the Director of Planning & Zoning, as advised by the Transportation Commission, shall develop and maintain a Street Design Manual to provide detailed complete streets policies and guidelines to City agencies, design professionals, private developers, and community groups for the improvement and maintenance of streets, sidewalks, and shared-use paths; and shall coordinate standards and specifications in the

Street Design Manual with the concepts included in the Transportation Master Plan to include complete streets infrastructure, such as bicycle lanes, sidewalks, street crossings, and planting strips.

- (g) As feasible, training in how to integrate, accommodate, and balance the needs of each category of users shall be provided for planners, civil and traffic engineers, project managers, plan reviewers, inspectors, and other personnel responsible for the design, construction, and maintenance of streets.

Section 5-2-173. Data collection.

- (a) The Director of Transportation and Environmental Services shall, upon request, provide indicator data as referenced in the Alexandria City Council Strategic Plan to report on the City's progress toward meeting strategic goals for users to travel in safety and comfort on foot, by bicycle, and using public transportation.

Section 5-2-174. Further steps.

- (a) The Director of Transportation and Environmental Services shall deliver a report back to the Transportation Commission annually, on or before December 15 of each calendar year, regarding: the steps taken to implement this Ordinance; additional steps planned; all instances where the Director exercised an exception set forth in Section 5-2-171 herein; and any desired actions that would need to be taken by the Transportation Commission, the Director of Transportation and Environmental Services or other agencies or departments to implement the steps taken or planned. The public shall be given the opportunity to comment following this report.

Section 2. That this ordinance shall become effective upon the date and at the time of its final passage.

WILLIAM D. EUILLE
Mayor

Introduction:
First Reading:
Publication:
Public Hearing:
Second Reading:
Final Passage: